

(No Model.)

W. CARR.
BICYCLE HANDLE BAR.

No. 533,047.

Patented Jan. 29, 1895.

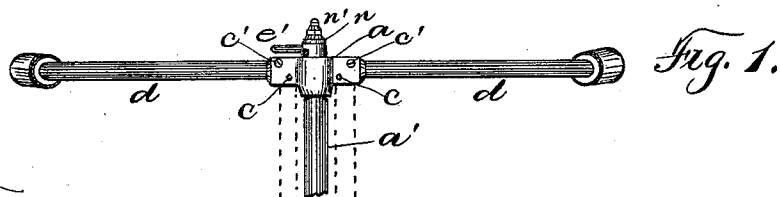


Fig. 2.

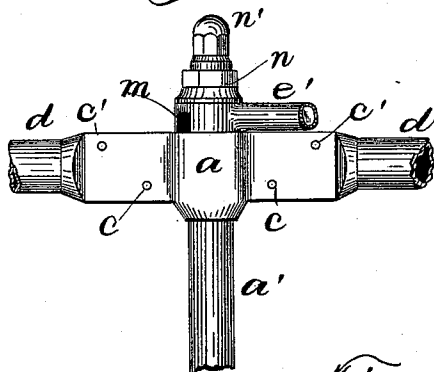


Fig. 3.

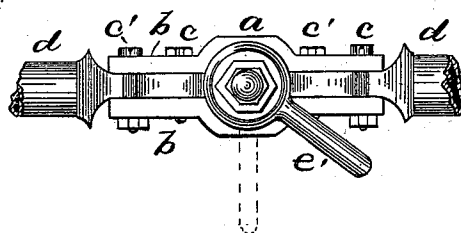


Fig. 4.

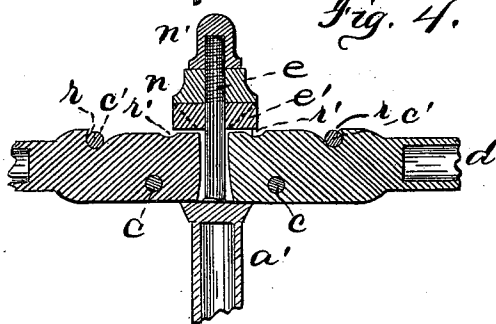


Fig. 5.

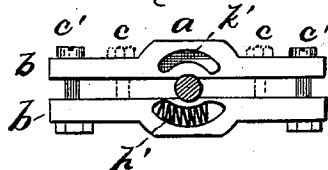


Fig. 6.

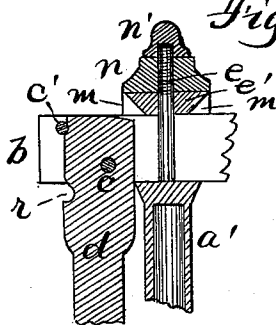


Fig. 7.

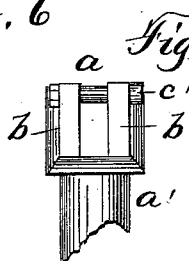
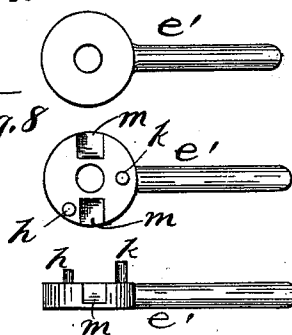


Fig. 8.



WITNESSES:

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UNITED STATES PATENT OFFICE.

WILLIAM CARR, OF ONEIDA, NEW YORK.

BICYCLE HANDLE-BAR.

SPECIFICATION forming part of Letters Patent No. 533,047, dated January 29, 1895.

Application filed March 29, 1894. Serial No. 505,520. (No model.)

To all whom it may concern:

Be it known that I, WILLIAM CARR, of Oneida, in the county of Madison, in the State of New York, have invented new and useful
5 Improvements in Bicycle Handle-Bars, of which the following, taken in connection with the accompanying drawings, is a full, clear, and exact description.

My invention relates to bicycles, and particularly to the handle bars and their mounting upon the steering post.

My object is to produce an improved mounting for the handle-bars, or connection thereof to the steering post, by which the handle-
15 bars, while normally held in an extended position, ready for use, can be released so as to drop down alongside of the steering post, and hang pendent while the bicycle stands against a wall (for instance) and can then be raised
20 either singly or together and become relocked in the extended position, either automatically or by hand manipulation of the locking mechanism.

My invention consists in the several novel
25 features of construction and operation hereinafter described and which are specifically set forth in the claims hereunto annexed. It is constructed as follows, reference being had to the accompanying drawings, in which—

30 Figure 1, is a front elevation of part of the steering post and the handle-bars extended, the dotted lines indicating them in their pendent position. Fig. 2, is a rear elevation thereof, the handle-bars being broken off.
35 Fig. 3, is a top plan thereof. Fig. 4, is a vertical section thereof. Fig. 5, is a top plan of the head in which the bars are mounted, the bars being removed, and the parts above the head being cut off. Fig. 6, is a vertical sectional elevation, showing one of the bars,
40 pendent. Fig. 7, is an end elevation of the head, the bars being omitted. Fig. 8, shows a top plan, a bottom plan, and a side elevation of the rotating locking lever.

45 A head —a— is secured upon the steering post —a'—, said head consisting of the side bars —b— —b— secured together and upon said post by bolts —c— —c'—, the bolts —c— being also the pivots upon which
50 the handle-bars —d— are mounted between said bars, and the bolts —c'— operating as stops as hereinafter described. A threaded rod —e— is secured upon the steering post upon which the head of the shifter —e'— is

mounted and adapted to rotate, said head 55 being provided with the pins —k— —k— which fit into the guide ways —h'— and —k'— respectively, the pin —k— engaging with the spring in the guide way —h'—, said spring operating to throw said shifter back 60 to its normal position. The shifter head is also provided with edge cavities or concavities —m—. Said shifter rests upon the head —a— and is secured in place by the washer —n— and nut —n'— or by any other ordi- 65 nary means. The handle bars are provided with notches —r— —r'—, and when they are extended the stops fit in the notches —r— and when pendent they fit in the notches —r'—, operating in the first instance to pre- 7 vent the bars from being raised too high, and in the other to steady them in the pendent position. When the shifter is thrown over to the left, the cavities will coincide with the inner ends of the handle-bars and per- 75 mit them to drop by their own gravity into the pendent position, the stops catching them and preventing damage. Then the shifters having been thrown over, when both bars are raised, the shifter is returned to its nor- 80 mal position by hand or by said spring, and then the handle bars are supported thereby. The pins upon the head and the guide ways and spring can be omitted, in which case the shifter is held in place by friction only, regu- 85 lated by the nut.

What I claim as my invention, and desire to secure by Letters Patent, is—

1. In a cycle, the combination with a steering post, and a head thereon, of handle bars 90 pivoted upon said head, stops with which they engage, and a rotatable lock, engaging with said handle-bars to support them, and notched to release them when rotated.

2. In a cycle, the combination with a steer- 95 ing post and a head thereon, of handle bars pivoted upon said head, stops with which they engage, a rotatable lock engaging with said handle bars to support them and notched to release them when rotated and a spring 100 engaging with said lock to maintain it in, or return it to its normal locking position.

In witness whereof I have hereunto set my hand this 23d day of March, 1894.

WM. CARR.

In presence of—

M. M. BORST,
HOWARD P. DENISON.